

# LOCAL ROADS IMPROVEMENT PROGRAM (LRIP)

Statutory Authority: [§ 86.31](#)

Admin. Rule: TRANS 206

**Objective:** The Local Roads Improvement Program (LRIP) was established in 1991 to assist local units of governments in improving ***seriously deteriorating*** county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government.

LRIP provides state funds for local roads improvement projects not currently eligible for funding under any other federal or state highway improvement program.

**Description:** LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by WisDOT upon project completion.

The program has three basic components that provide funding for road improvements. Counties are eligible for funding under County Highway Improvement component (***CHIP***), towns under Town Road Improvement component (***TRIP***), and cities and villages under Municipal Street Improvement component (***MSIP***).

In addition, three discretionary programs allow towns, counties, and cities and villages to apply for additional funds for high-cost projects. Under these discretionary programs, towns with high cost projects totaling \$100,000 or more in total eligible costs are eligible for the Town Road Discretionary component (***TRIP-D***); counties with high cost projects totaling \$250,000 or more in eligible costs are eligible for the County Road Discretionary component (***CHIP-D***), and cities and villages with high cost projects with total eligible costs of \$250,000 or more are eligible for the Municipal Street Improvement Discretionary component (***MSIP-D***).

**Eligible Projects:** Only work on existing county trunk highways, town roads, and city and village streets, under the authority of the local unit of government, are eligible--no new construction, alleys or parking lots.

*Eligible projects include but are not limited to:*

- Design or Feasibility Studies
- Reconstruction
- Resurfacing
- Bridge Replacement or Rehabilitation
- Asphalt Purchasing

*Ineligible projects include but are not limited to:*

- New Roads
- Seal Coats
- Chip Seals
- Ditch Repairs
- Storm Sewer
- Curb and Gutter
- Crack & Pothole Repair
- Utility Work
- Small Culvert Replacements
- Parking Lots
- Guard rails

**Essential Requirements:**

- All projects **must** be advertised for bids and let to contract.
- All projects must have a design life of ten years.
- Engineering certification is required for all projects costing \$50,000 or more.
- Improvements must be done to appropriate road standards.

**Application Cycle:** LRIP is a biennial program and all funds are distributed the first year of the biennium. Applicants submit project applications for projects meeting the eligibility requirements through the county highway commissioners by November 15 of the odd numbered years.

**Project Selection:** LRIP is managed by BTLR, but it is administered by the local units of government. The County Highway Commissioners serve as the program coordinators and advisors at the county level. They also act as the administrative contacts between the state and the local LRIP recipients in each county.

All LRIP projects are prioritized and selected at the local level by town road committees and municipal street committees for municipalities with populations of less than 20,000. Counties and municipalities with populations of 20,000 or more select their own projects.

- TRIP-D project selections are made by a statewide committee, which consists of six Wisconsin Towns Association district directors and six members at large, appointed by the Secretary of Transportation.
- MSIP-D project selections are made by a statewide advisory committee consisting of members of the League of Wisconsin Municipalities and the Wisconsin Alliance of Cities, appointed to the committee by the Secretary of Transportation.
- CHIP-D projects are selected by CHIP-D committees established in each of the eight Transportation Districts. The eight district committees are made up of all county highway commissioners within the district.

Selected projects are submitted directly to the BTLR for final approval.

**Funding Level & Type:** LRIP funds do not lapse. Any unused funds from previous biennia are carried over and added to the new statewide funding level in the following biennium. The LRIP budget for the entitlement program is distributed among the program components as follows: 43% to CHIP, 28.5% to TRIP and 28.5% to MSIP. The TRIP-D, CHIP-D, and MSIP-D components receive a direct dollar allocation determined by each biennial budget.

<b>2002-2003 funding:</b>	State Segregated:	\$46,931,400
	Local Matching:	<u>\$46,931,400</u> (minimum)
	Total:	\$93,862,800